

COMMERCIAL AVIATION (CONTINUED) : WORLD NEWS

Inverness Improvement

INVERNESS authorities have approved plans for a 120 ft. by 70 ft. hangar at the municipal airport at Longman, which is being operated by the Straight organisation. Offices, workshops, stores, and a garage will be included. Steelwork for the hangar will be erected by A. and J. Main and Co., Ltd., Glasgow.

Overweather to the Ovaltinies

CONSIDERABLE progress is being made with the new airport at Esch-Alezette, in the Grand Duchy of Luxembourg, for the operation of which a company was formed in 1937.

The thought occurs that pilots with homing equipment will at least have a powerful broadcasting station on which to depend.

Giving Pilots the Pip

OBSERVATORY-CHECKED time signals are now being transmitted hourly by United Airlines' radio chain to their principal airports at Chicago, San Francisco and elsewhere. These signals are relayed from the airport installations to the intermediate airports and to all machines in the air, thus facilitating both timekeeping and navigational procedure.

R.A.S. Plans

DOUBTLESS a step towards the Maybury "junction" ideal, a new London-Glasgow route will be inaugurated by Railway Air Services in May. It will run via Liverpool instead of via Liverpool and Belfast as at present, though the latter route—which puts Glasgow 4 hrs. 10 min. from London—will not cease to operate.

Summer services, including those over the main Liverpool-Birmingham-Gloucester-South Coast route, and the Bristol-Plymouth one, will be resumed at the same time.

Freight—and How

WITH their specialised knowledge, and with experience of such varying cargoes as bullion, live stock, flowers, pianos and pieces of machinery (for which last items the company's Curtiss Condor is particularly well suited), International Air Freight, Ltd., are in an advantageous position to give advice on all aspects of goods carriage by air.

Hence the Air Freight Information Bureau, opened last week at 120, Pall Mall, London, W.1. Advice, free of charge, is available there to anybody seeking advice on air freightage to any part of the world.

South Atlantic Statistics

AIR FRANCE continue, for the time being, to rely mainly on their four-engined Farman landplanes for their weekly crossings of the South Atlantic with the South American mail. The first of the five Lioré et Olivier 47 flying-boats which are being got ready with all speed will, it is hoped, be ready this summer, and Air France have announced that passengers will be carried. She is equipped to carry five passengers and a crew of five.

On the last two crossings of the South Atlantic by Farmans, made last week, the two pilots were Guillaumet (59 crossings) and Delaunay (48 crossings), and a French statistician has totted up the aggregate number of ocean crossings to the credit of the two crews. These are his figures: 488 crossing of 1,940 miles of ocean; 722,000 miles entirely over water.

Elementary

THOUGH it contains more than a few "blinding glimpses of the obvious" *Notice to Airmen* No. 19, issued last week, has some helpful suggestions on the anticipation of those unpleasant flying conditions when "high speeds should be avoided and, as far as practicable, passengers and other movable load should be secured."

Thus, vertical air currents of a velocity of as much as 50 ft./sec. may be expected in the presence of the following:—

- (1) Unusually squally winds at ground level.
- (2) Wind direction between north and west.
- (3) Clouds of a cumulus type, often building up during the day to considerable heights.
- (4) Rapid decrease of temperature with height above the ground.

Much of the *Notice* is taken up with explaining (with diagrams) how vertical gusts and eddies are caused by ground irregularities, concluding with the observation: "It is advisable, therefore, when there are strong or squally winds, to avoid flying at a low height in the neighbourhood of cliffs or hills with steep slopes."

Imperial Traffic

IMPERIAL AIRWAYS figures, recently issued, show that the total mileage flown in 1937 was 5,860,923, as compared with 5,083,139 in 1936.

Ton-mileage figures for 1937 were 6,871,004, as against 4,868,585 in 1936.

Rhodesia in Line

FROM February 1 Southern Rhodesia came into line with the rest of the British Empire's letter and postcard postage rates. To countries of the African Postal Union and those participating in the British Empire air-mail scheme, letters and postcards are now charged 1½d. per half-ounce.

Denmark's Internal Lines

THE Danish P.L.F. (Provins-Luftfartsselskabet), which operates two interior airlines, flew an aggregate of 112,365 miles on the Aalborg-Copenhagen run in 1937, transporting 1,845 passengers, 9.4 tons of mail and 9.6 tons of freight.

Two triple-engined Fokkers will be put on to this service when the new craft for the D.D.L. foreign services have arrived. On the Copenhagen-Esbjerg run a mileage of 20,000 was attained last year, and 337 passengers carried.

Langstone—Last Word?

THE Langstone Harbour land-and-sea Empire base project has been gaining a painful affinity to the incoherencies of a fourth-rate radio commentator. In other words, for the past two years we have heard: "It's on. It's definite. No, there's some doubt. No, it's off. Well, there's some hope . . . Yes, it's on again . . . No, I'm sorry, it's off."

At last it seems that it is off. A letter received by Portsmouth Corporation from the Air Ministry indicates that a site may be sought elsewhere—presumably Southampton.

It is understood that no mention was made of the £600,000 which the Government originally offered to contribute towards the cost of the Langstone project.

Saving a Day in Africa

D.E.T.A. Airways of Portuguese East Africa are now operating a bi-weekly service between Lourenço Marques and Johannesburg, connecting with Imperial Airways Empire service at the latter place. D.H. Rapides are being used.

Services leave Lourenço Marques on Tuesdays and Fridays at 1 p.m., and in the reverse direction from the Rand Airport, Germiston, on Thursdays and Sundays at 9 a.m., the journey taking approximately 2½ hours.

This new service saves 24 hours in the through journey between London and Johannesburg, as on the existing Imperial Airways schedule between London and Durban passengers have to make a night stop on arrival before continuing by South African Airways services.

Under the revised arrangement Imperial Airways services are scheduled to pass through Lourenço Marques in the morning, and passengers disembarking at that point can arrive in Johannesburg 2½ hours later, thereby cutting off one extra day's flying.

D.E.T.A. bookings are being handled in London and South Africa by Parry, Leon and Hayhoe, 2, Conduit Street, London, W.1.

Norwegian News

NORWEGIAN budget estimates for 1938-39 provide an aggregate of 1,850,000 kr. in aid of commercial aviation, of which 915,000 kr. is by way of airport subsidies, viz., 590,000 kr. to the Sorlandet airport at Kjevik, 200,000 to the Telemark airport at Geiteryggen, and 125,000 to the Trondheim airport at Heimdal.

This summer the airlines will be subsidised to an extent of about 700,000 kr., the better part of which is swallowed by the coastal air services. No other country in the world, comparatively, invests as much as does Norway in the development of internal air routes. D.N.L. had plans for opening new lines to Stockholm and Amsterdam, but had to abandon the idea in order to concentrate on the Norwegian coastal lines, the running of which keeps four large and two smaller machines fully occupied.

Meanwhile, the private company, Wessels Flyselskap, has applied to the Government for a concession to inaugurate an express service via Oslo-Stavanger-Bergen-Oslo. It is proposed to run one daily schedule with a modern twin-engined six-seater cruising at 300 km./h., in which case the round voyage would take less than four hours.